

DEVELOPMENT PLANNING IN ONTARIO:)

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Publications

The Parkway Belt: West

Ontario

MINISTRY OF TREASURY, ECONOMICS AND INTERGOVERNMENTAL AFFAIRS/ JUNE, 1973

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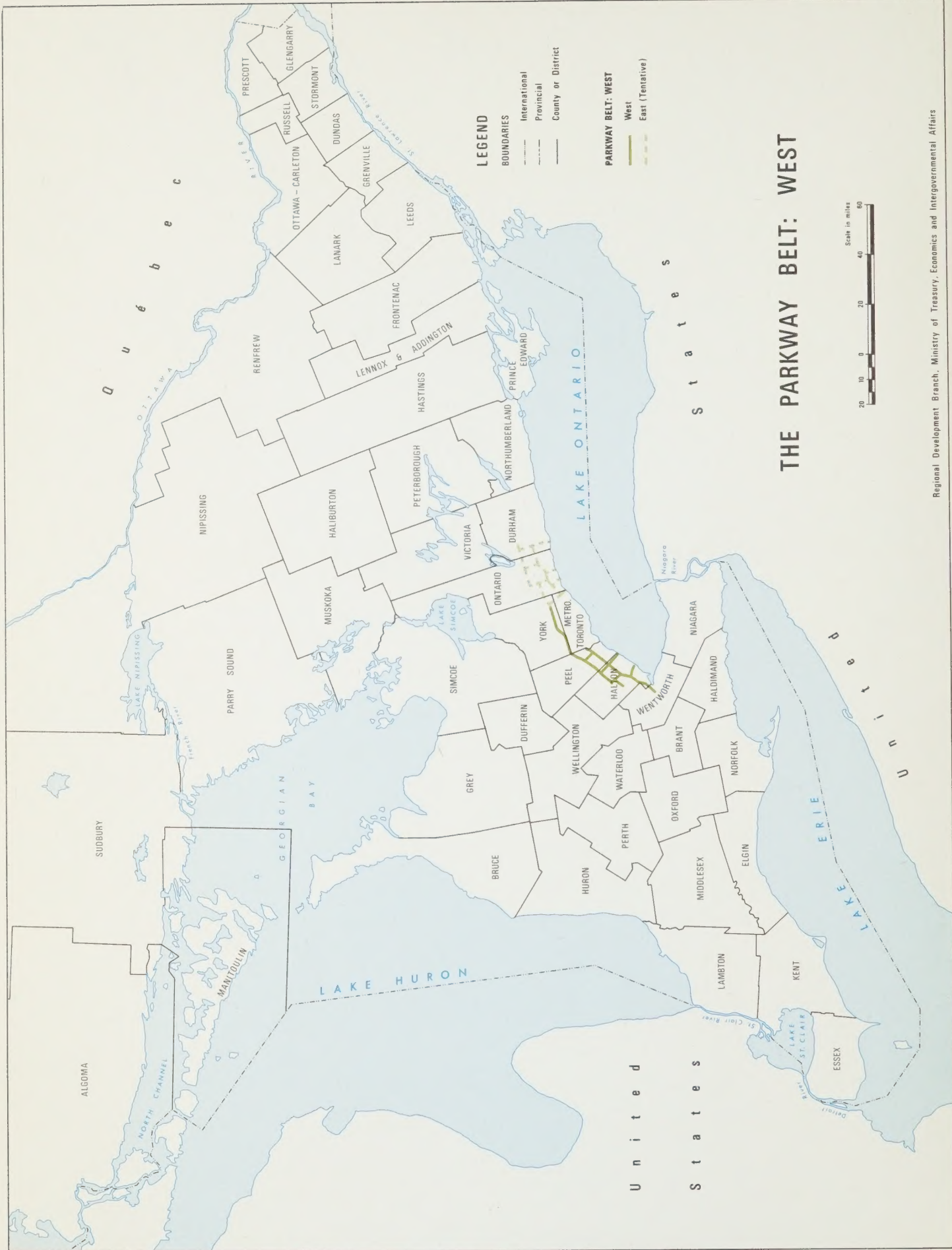
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**Government Policy
for
The Parkway Belt: West**

JUNE, 1973



The Parkway Belt System

BACKGROUND

Why do we need a Parkway Belt?

As urban sprawl accelerates, urban residents are losing room to breathe, room to move, community space to identify as their own.

The history of urban expansion in North America and the present social state of many of its large urban areas show all too clearly the truth of this. The despoliation of farmlands, the immense cost of services and masses of houses with no community identity are goals few people would set; yet these conditions are commonplace on this continent. The spectre of continuous, formless city sweeping up hill and down dale is an object lesson that no government can afford to ignore.

Ontario must avoid such prospects, and act now in the rapidly urbanizing band along the Lake Ontario shore. In 1967, a landmark report, Choices for a Growing Region*, forecast that if growth in the region continued as it had in the past, Port Credit and Brampton would meet by the year 2000 in an almost solid mass of buildings;

*Metropolitan Toronto and Region Transportation Study:

Choices for A Growing Region, November, 1967. p. 17.

Richmond Hill would be eight miles wide; and many inland built-up areas would be too far from the Lake for economical servicing.

To guide future development and avoid the problems of urban sprawl, MTARTS suggested a set of "Goals Plans," one of which was a Parkway Belt. MTARTS saw the Parkway Belt partly as a service corridor containing highways, utilities and railways. This was needed to take the pressure off the Queen Elizabeth Way and Highway 401 but experience with the QEW had shown that a service corridor passing through a community could effectively split it. This, the MTARTS group said, must not be allowed to happen again. Thus, the Parkway Belt was to be more than just a service corridor. By leaving enough space and by careful choice of alignment, the Belt could serve a variety of other purposes as well, including recreation.

In May 1970 a modified Parkway Belt concept was accepted as a key component in Design for Development: The Toronto-Centred Region Concept. In the Toronto-Centred Region, development along the Lake Ontario shoreline is a two-tiered arrangement of cities. One tier runs along the lakeshore, while the other follows a similar line somewhat to the north. The concept aims are: to help prevent undue pressures on the existing lakeshore communities, to provide cities of different size and composition in the two tiers, and to provide physical separation between the cities. The Parkway Belt System is vital to the achievement of the original planning concept.

In 1970 an interministerial Parkway Belt Task Force was set up to refine the principles and to design the Parkway Belt System. The work of this Task Force has formed the basis for the program described today by the Government of Ontario.

What will it do?

The program is based upon the following four principles:

1. To define and separate communities, and thus to provide people with a sense of community identity.
2. To link communities with service corridors which can facilitate the movement of peoples, goods, energy and information without disrupting community integrity, shape or function.
3. To provide a land reserve for the future, anticipating land uses which can not be foreseen today.
4. To offer open space and recreational facilities where they are most needed: right at the back doors of our urban complexes.

Community Identification

Until the second half of this century community identity in this region was not a problem. Historically each community had a centre from which it grew outward; the distance between one community and the next served to define them both.

This is no longer the case. A number of residential developments may fill up the land between two centres without being strongly oriented to either of them, and yet have no centres of their own.

Experience here and elsewhere shows that satisfactory social, political and economic organization at the local level does not occur in these circumstances.

The Parkway Belt System is designed to develop a recognizable demarcation line between communities. Where possible, it incorporates natural boundary features because these form a more effective division than do artificially drawn lines. The Parkway Belt, therefore, incorporates such natural features as ravines and river valleys, which, together with the transportation, utility and communications corridors, present visible physical boundaries around urban communities.

Integration of Communities

Paradoxically, while the Parkway Belt will separate communities, it will also link them with each other and with communities outside the region.

In a close grouping of cities of different sizes, intercommunication is of critical importance. So too are the costs of providing services. Each city must have highway connections to the others; all must be supplied with electricity, telephone lines, and pipelines for water and sewage; all will need gas pipelines and regional transit. These needs will exist and will have to be met whether or not there is a Parkway Belt.

The advantages of grouping as many services as possible into one corridor are compelling. It often makes no economic sense for

two services to follow two parallel routes several miles apart. This scattering of highways and service facilities gives rise to land-wastage which can no longer be tolerated.

Moreover, facilities such as freeways and power lines are major physical features. Run through any part of an urban community, they can effectively cut off one part of it from the other. But if service lines are grouped together and aligned carefully around communities, not only will land-wastage and costs be reduced, but urban centres can be developed into an integrated well serviced urban complex.

Land Reserve for Future Needs

A major aim of the Toronto-Centred Region concept is to provide for future needs arising from changes in both technology and human values. The land reserved for future use must allow for flexibility because the exact nature of these uses cannot be predicted.

The Parkway Belt System will provide strips of land for new forms of transportation, additional utilities and pipelines. It will also provide blocks of land for new activities requiring large sites with strong regional accessibility.

We must also make allowance for needs that cannot be foreseen. For example, twenty years ago few people could have foreseen the popularity of family camping but the large reserves of public land set aside years ago in conservation areas and provincial parks are

an invaluable asset for the people of Ontario today. It is hard to say now what new kinds of recreation and institutions or what new methods of transportation may be developed. Experience has shown, however, that new values and techniques will emerge. It has also taught us that there are tremendous costs in having to place new facilities in already built-up areas. The social and economic implications of creating a park or building a freeway after wall-to-wall urbanization has occurred are enormous. Moreover, the compromises which must then be made often result in a less than satisfactory park or freeway.

If the people of the region are to benefit now and in the future—we must show foresight today.

Open Space System

Today, with a shortening work week and higher incomes, the need for recreational facilities for large urban areas is becoming a critical issue. Equally important is that these facilities be within the reach of the people who need them.

Thus, major recreation areas will be accommodated by expanding Parkway Belt borders to take in such conservation areas as Milne (along the Rouge River) and Claireville (along the Humber). Ravines, river valleys, botanical gardens and parts of the Niagara Escarpment will also be included—and protected—for the use and enjoyment of all the area's residents. Highways and arterial roads within the Belt will make these facilities easily accessible.

To the maximum extent possible, this design will avoid mixing the Parkway Belt's service and recreational functions. There are exceptions, however, where some services will have to cut across recreation areas.

In addition to providing ease of access to recreation areas, the Belt's linear shape adds two other important benefits to the provision of open space. First, it allows for strips of open land to run beside linear facilities, thus separating, for example, a freeway from a power line or an urban area from a freeway. Second, it is the most efficient method of providing a highly visible physical separation between the urban areas themselves.

It should be pointed out that even in some areas given over mainly to service functions, the Belt makes possible the preservation of trees as well as the protection of headwaters in creeks and ravines.

* * * * *

The design of the Parkway Belt System was based on these four principles, and it reflects their various demands. As a result, the System exhibits a variety of shapes and widths, depending on which function predominates in any one area. For example, to provide space for parks and conservation areas, the Burlington-Oakville Minibelt is large and irregular in shape. The Airport Minibelt, on the other

hand, is mainly a transportation corridor and so is long and narrow. Areas of public open space around ravines tend to be block-shaped to encompass sufficiently large areas of parkland and woods.

The ideal of the Parkway Belt is to control urban development. However, there is no doubt that in those areas where extensive development has already taken place, such development has affected both the shape and the content of the Parkway Belt. Thus, there are places where the Parkway Belt falls short of full achievement of its four principles. In a few cases, utilities must cut through conservation areas; in others, existing industry may not be compatible; in some, urban development makes the Belt narrower than desirable. But, over-all, its goals will be achieved—careful design and early implementation make such achievement possible before the ills of urban sprawl take over completely.

The Parkway Belt System is multi-purpose in nature. The uses range from recreational areas to power lines. Uses vary from section to section, with some parts being used mainly for transportation corridors (the Airport Minibelt, for example) and others largely for open space or recreation (the ravines, for example). Other features which complement the purposes of the program are also included, for example: the impressive campus of McMaster University, the ever-changing vista of Ontario orchard lands.

THE PARKWAY BELT SYSTEM WEST—A DESCRIPTION

The Parkway Belt is a network of open space areas and service corridors. It begins at Dundas and will end at Oshawa. This report deals only with the Parkway Belt System West—that section running from Dundas to Markham; the rest (from Markham east) is now being designed.

The choice of the general alignment of the Parkway Belt System was dictated by two of its main functions, while, at the same time, ensuring that the other two functions are also provided. The main functions are: to provide open space separation between urban communities, and to provide a transportation-communications-utility corridor. The exact boundaries depend on more detailed considerations. For example, in a few places the boundary was determined by highway safety factors; in others it was drawn especially to incorporate stands of trees.

As the map shows, the basically linear form of the Belt is expanded in places to include conservation areas, parks and other public open space. Along rivers, wide strips of land along the banks have been set aside to preserve the banks and wooded slopes.

Although provision of open space is one of the prime functions of the Parkway Belt System, it must be emphasized that not all the open space is public. Much of it is farmland, woodlots, and large residential lots which are privately owned, and will remain so. There is an important role for private ownership in the Parkway Belt.

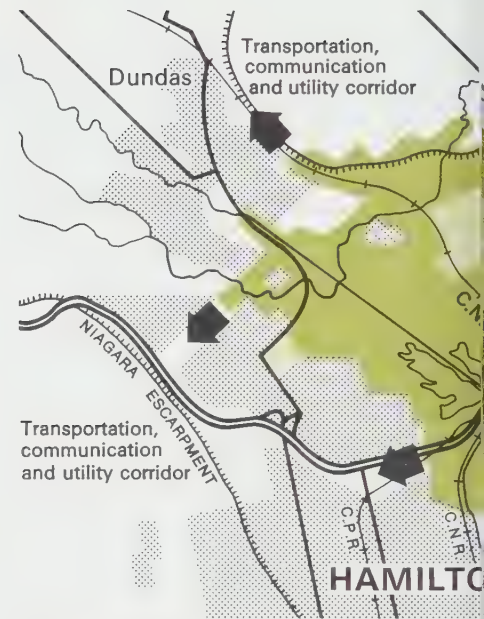
There are large areas of undeveloped land adjacent to the Parkway Belt. Three areas in particular—in the Niagara Escarpment, north of Metro Toronto, and west of Toronto International Airport—will

remain in an undeveloped natural state. Other parts are intended for eventual urban development. These future development areas are referred to on the maps as Burlington North and Oakville North. However, the building of these two corridor cities is many years in the future.

In the early stages of designing the Parkway Belt consideration was given to running a part of the Nanticoke-Pickering 500 kv line throughout the length of the Belt. This was not considered feasible at the time. The final decision on the routing of this line will not be made until the Government has the results of studies now being conducted by the Solandt Commission.

Most of Highway 403 is planned to run within the Parkway Belt. The section from west of Hamilton to the QEW in Burlington is completed. Construction of the section from Highway 401 to Oakville will be completed in the next ten years. The same ten-year period will see a road completed to connect Highway 403 to the QEW. A decision on when to build the remaining part will be made after a further study of the total traffic demand.

Physically, the Parkway Belt System West consists of two east-west links and three north-south links. The Northern Link runs from Milton to Markham; the Southern from Dundas to Etobicoke. Because of its unique character, the western section of the Southern Link is dealt with separately under the heading "Escarpment Link." Two of the north-south strips, the Burlington-Oakville and the Oakville-Mississauga Minibelts, are named for the communities they separate. The third, the Airport Minibelt, is situated west of Toronto International Airport.

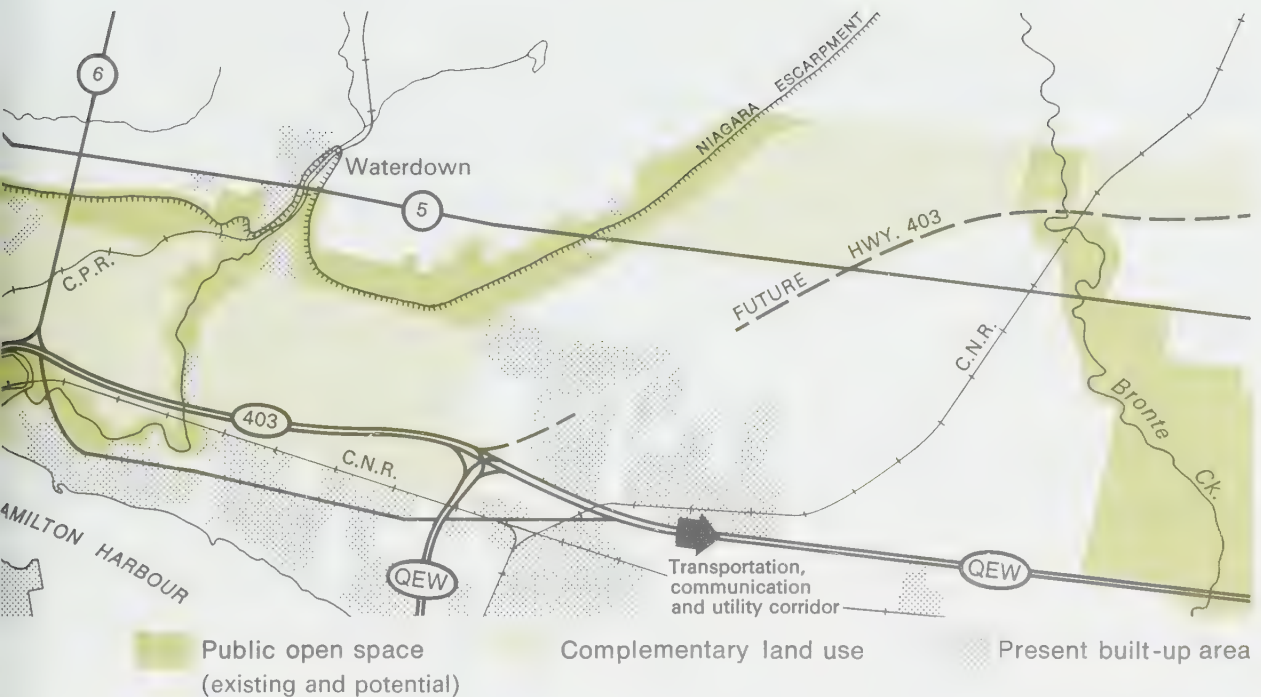


ESCARPMENT LINK

The Escarpment Link

Scenically the Escarpment Link is unique. Special care must be taken to protect its beautiful natural features. In a companion policy statement being issued today, the Government is outlining a program for the Niagara Escarpment Area. The Escarpment Link of the Parkway Belt has been designed to be compatible with the Province's goals and objectives for the Niagara Escarpment. In addition, the Escarpment Link is one important reason for Burlington's role in the recently announced proposals for local government reform west of Metro.

Beginning at the Dundas valley and running along the Niagara Escarpment, the Escarpment Link includes a wealth of open space and recreational areas: the Royal Botanical Gardens (including Cootes



Paradise and the Rock Garden), Dundurn Park and its famous castle, Hidden Valley Park, and Grindstone Creek valley. Augmenting this already impressive list are the campus of McMaster University, the Art Gallery of Hamilton and Woodland Cemetery on its point of land. In fact, the top, the face and all the rolling slopes and natural beauty of the Niagara Escarpment between Dundas and Burlington will be preserved within the Parkway Belt.

Because of the advanced planning program in Burlington, the eastern section of the Escarpment Link was defined and made public in 1971. The section made public follows the Escarpment to No. 1 Side Road in Burlington and then veers east. Between Kerns Road and Brant Street the Belt is approximately 2,000 feet wide, including

part of the Escarpment's rolling slope. At Highway 5 it widens to take in a larger area of the slope. Six hundred and sixty acres of imposing tree stands are preserved along No. 1 Side Road and the southern boundary links the Parkway Belt with the Bronte Creek Provincial Park.

Access to the Escarpment's dramatic views may be provided by a scenic drive to be constructed along the slope using some of the existing roads.

The Escarpment Link lies athwart the main east-west communications network of southern Ontario. Because of this strategic location, the Escarpment Link already includes a number of utility and transportation facilities. Two electric transmission line rights-of-way and a telephone line run through the western section. The CNR's Oakville and Dundas rail lines, together with their busy Bayview Junction, come within this section as does CPR'S Waterdown line. A gas pipeline follows the northern power line and most of existing Highway 403 is situated in the western section.

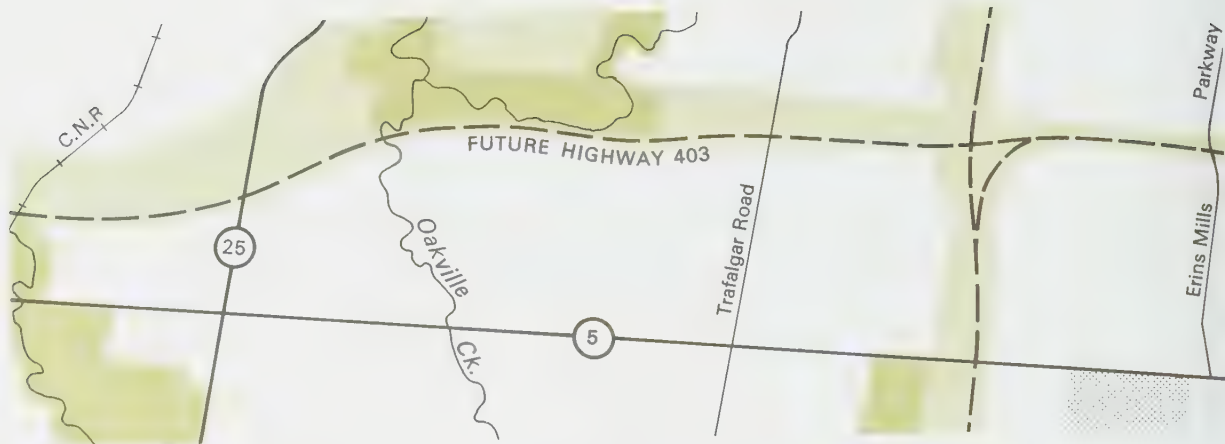
Three transportation and utility corridors exit from the western end in the directions of Southern Ontario and the Niagara Peninsula, while another exits to the east toward Toronto. A possible transit route to the Nanticoke industrial area also exits at the western end.

Throughout the Escarpment Link the future utilities strip is 100 feet wide. North of Highway 5 it will act as a buffer between Highway 403 and the built-up areas of Burlington to the south.

A number of existing industrial plants are included in the Burlington area but any further industrial expansion in this area will have to be given careful review. Also, consideration is being given to the future of the water lots along the western end of Hamilton Harbour where industry will not be compatible with the Parkway Belt's aims in that area.

As an open space buffer between urban areas, the Escarpment Link will continue and emphasize the separation between Hamilton and Burlington. Also, it will provide open space between Burlington and the future Burlington North.

The Escarpment Link is of particular significance because it actually merges with one of the world's most impressive natural wonders --The Niagara Escarpment. Here, the values of the Parkway Belt are complemented perfectly by the natural scenic and recreational advantages of the Escarpment. Thus, special design criteria have been drawn up to determine land use within this link. Although some roads must run across the Escarpment and through ravines, slopes must be protected from large, damaging cut and fill operations. The remaining farmland must be protected, and tree stands must not be sacrificed unnecessarily to road widening and development. Some of the most breathtaking views in southern Ontario must remain unobstructed. Land use will be controlled to accomplish these aims in a way that will balance the need for essential services with the preservation of a natural heritage unique in this Province.



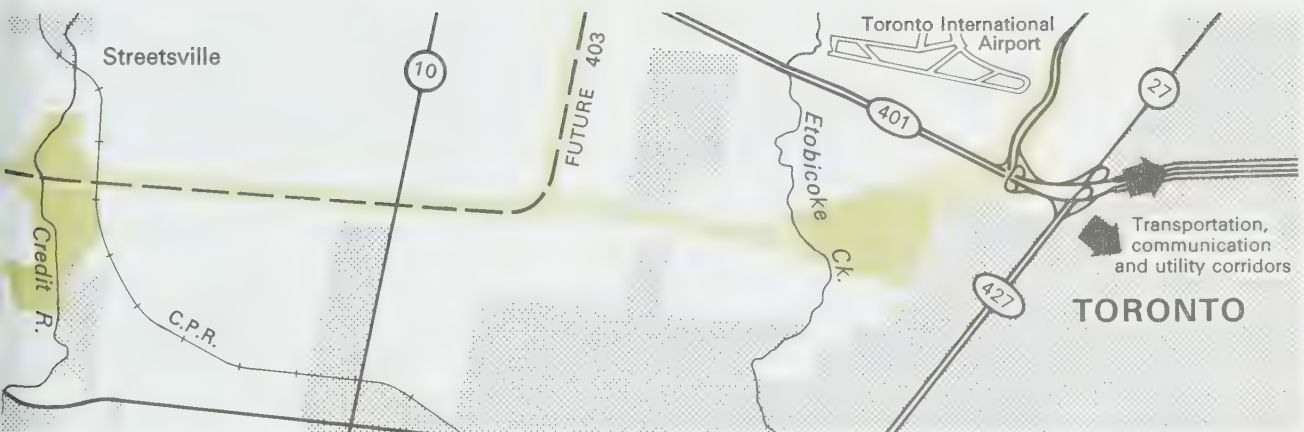
SOUTHERN LINK

The Southern Link

The Southern Link, together with the north-south minibelts, defines and separates Oakville, Mississauga, the future Oakville North, and Streetsville. Running from the eastern boundary of Burlington to Etobicoke, it passes through land which is mainly unused or agricultural. Some of the land is under heavy urban pressure, however, from the northward spread of Mississauga. The need for the preservation of open space to define and limit urban development is rapidly becoming apparent here.

The 500 acres of tree stands to be protected in Oakville will help fill this need, as will the inclusion of the junction of the Oakville and East Oakville Creeks. An expansion of the Belt at the Credit River valley provides about 380 acres of additional public open space, while at the eastern end Centennial Park in Etobicoke is included and enlarged to Etobicoke Creek.

Highway 403 will run through this section of the Parkway and



will swing up the easternmost minibelt to Highway 401, where it will become Highway 410 and continue towards Brampton. An arterial road will run through the easterly section of the Southern Link to connect Highway 403 to Eglinton Avenue West. An additional 100 foot strip is set aside for future regional transit. This link will in time provide both Hamilton and Toronto with a much improved transit access to Toronto International Airport.

An existing power line right-of-way runs the length of the Southern Link accompanied by a 100 foot strip reserved for future utilities.

On the southern side in Mississauga, there will be little protection from the noise associated with Highway 403, but development pressure leaves little alternative. The enlargement of Centennial Park will limit the noise nuisance from the airport however, by preventing any more residential development along the airport's high noise flight path.

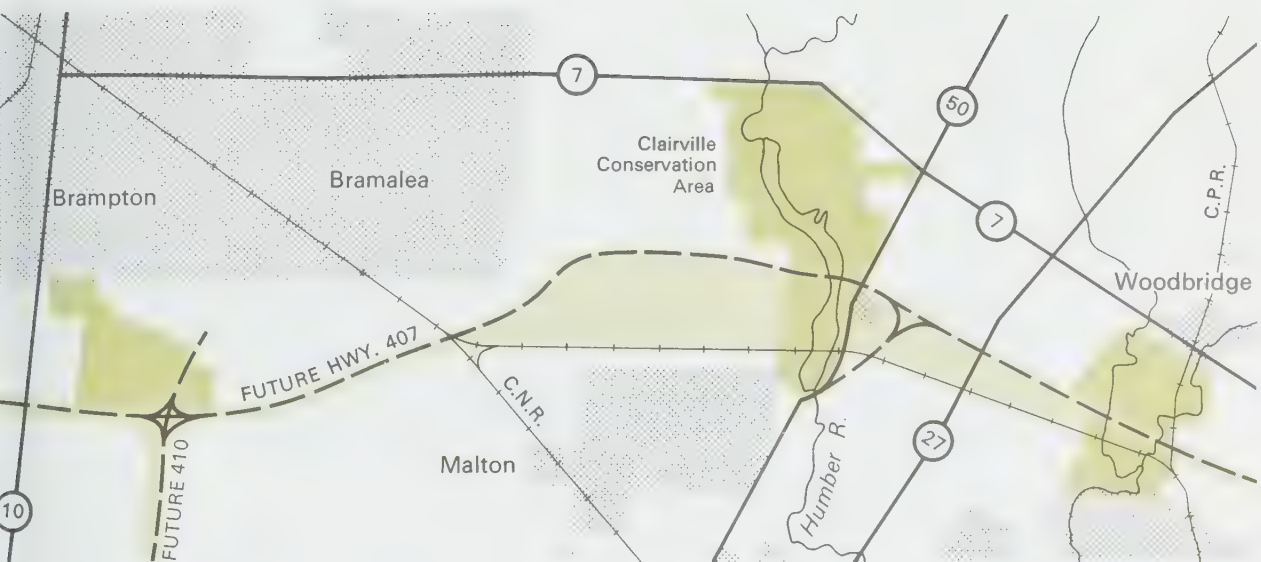


NORTHERN LINK (Milton-Woodbridge)

The Northern Link

The Northern Link runs from Milton in the west to Highway 48 at Markham in the east. As shown on the map, this link defines the southern boundaries of Brampton-Bramalea, Woodbridge, Richmond Hill and Markham-Unionville, and marks the outer limits of the future Burlington North and Oakville North as well as the Metropolitan Toronto fringe. Most of this Link consists of farms and unused lands but there are also areas of industrial, commercial and residential use.

At various points along its route, the Northern Link expands



to take in conservation areas and other public open space uses. At its junction with the Credit River, it includes a conservation area, the Toronto General Burying Grounds, a golf course, Botanical Gardens, Churchville Park, and parts of the Credit River floodplain. As complementary land use, the Northern Link includes the hamlet of Churchville and the historic architecture of the hamlet of Meadowvale.

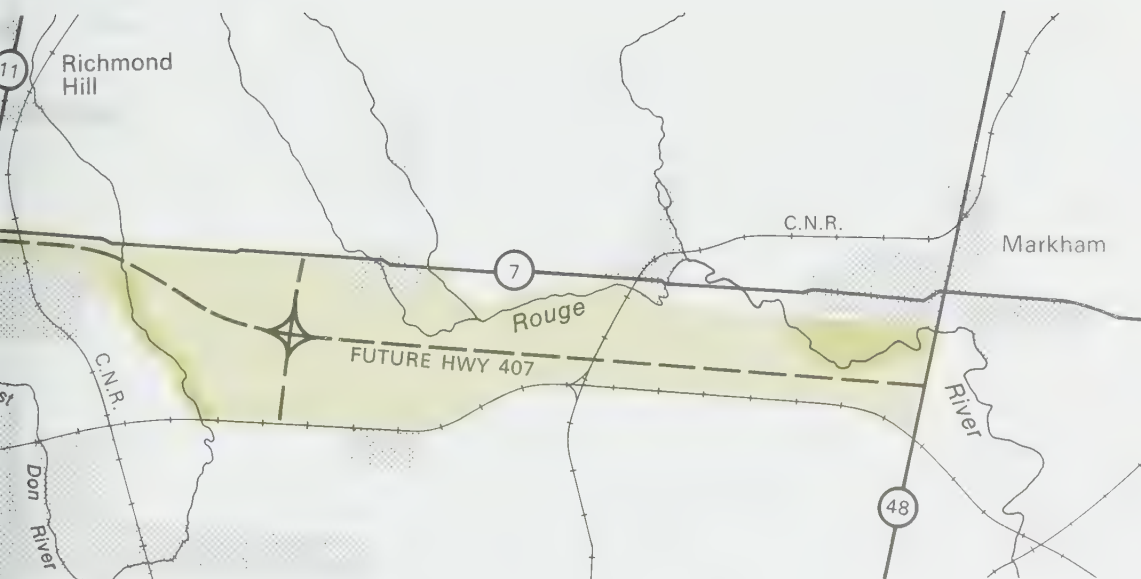
At Brampton-Bramalea the Brampton Golf Course and the Peel Village Golf Course are included together with lands along Etobicoke Creek.



NORTHERN LINK (Woodbridge-Markham)

Where the Northern Link joins the West Humber River, its extensions take in the Claireville Conservation Area together with Claireville Lake. In the Woodbridge area, a large section of the Humber River valley is included, as is Black Creek Pioneer Village farther west. A sanitary landfill area in the Humber River valley has recreational potential for the future.

The Northern Link then swings towards Richmond Hill (see map)



where it takes in a wooded area of 120 acres near the East Don River valley and the Uplands and Thornhill Golf Courses.

East of Bayview Avenue, the Belt widens considerably in an alignment south of Highway 7, taking in the wooded valley of German Mills Creek, the Don Mills Golf Course, the heavily wooded and picturesque Rouge River valley, and the Milne Conservation Area.

A right-of-way for a possible freeway is included along most of the Northern Link. There is also a strip for future utilities. No extra land has been reserved for future regional transit because the need for anything more than low capacity transit is not likely to arise as a result of development policies for Zone Two of the Toronto-Centred Region.

Some existing services already run through parts of the Northern Link, for example: Highway 401 and the CP railway line between Milton and Streetsville; the CN bypass line; and a part of Highway 7 in the east. These services are completely compatible with the Parkway Belt philosophy.

Part of the Northern Link near the CN's Maple freight yards takes in an existing industrial area.

The Minibelts

The north-south extensions of the Parkway Belt System, the "minibelts," are designed to prevent the lateral merging of the region's cities. The most westerly of these, the Burlington-Oakville Minibelt, provides broad open space to define the boundaries between Burlington and Oakville and between their future northern neighbours. To the east, the Oakville-Mississauga Minibelt separates Oakville from Mississauga and the future Oakville North from the Streetsville area. The third minibelt, west of Toronto International Airport, is an essential link in the regional transportation system.



BURLINGTON-OAKVILLE MINIBELT

The Burlington-Oakville Minibelt

This wide stretch of land runs north from the lakeshore at the mouth of Bronte Creek to intersect with the Southern Link. A few miles east it begins again and runs north to Highway 401 and the Niagara Escarpment in a pattern that borders Milton on three sides.

The northern section is mainly agricultural and will remain so. It does contain Henderson Park, however, as well as the private Sikorsky Park, the Sixteen Mile Conservation Area and part of Oakville Creek. Access is provided also to the Kelso Conservation Area and the Niagara Escarpment. A large area immediately north of the QEW is now the Bronte Creek Provincial Park. A triangle of land between this Provincial Park and 14 Mile Creek has been set aside to link the Park and the 14 Mile Creek Conservation Area.

Uses are somewhat mixed in the section south of the QEW. The open space features consist of seven parks, two golf courses, Bronte Creek valley and part of the lakeshore. The Shell Research Centre represents a complementary institutional use; an electric transformer station is located near the Bronte GO Transit Station; and there is a site for a possible sewage treatment plant. This is a good example of the Parkway Belt's multiple use.

The only major facilities in the remainder of the minibelt are Highway 25 and a number of pipelines situated in the northern section.



LAKE ONTARIO

OAKVILLE-MISSISSAUGA MINI BELT

The Oakville-Mississauga Minibelt

This minibelt runs north from the lakeshore at the mouth of Joshua Creek to an intersection with the Northern Link. Most of the land is agricultural or unused except for the area near the QEW.

In a wide westward extension north of the QEW there is allowance for a 700 acre tree-covered park on both sides of Joshua Creek. Much of the creek itself is included in the minibelt. The lakeshore, at the creek's mouth, is the site of a park proposed in Metro Toronto's "Waterfront Plan". This area, still unspoiled, yet close to Metro, offers an unusual chance for experimental park development.

Allowance has been made for future power lines and a generating station which will need land for rail connections and power line rights-of-way. Some industrial development may prove to be compatible along the rail connection.

A road (Highway 403 Link) will be built to connect the temporary Highway 403 terminus at Oakville to the QEW. In addition, Ford Drive and part of its extension are within the minibelt.

No residential development is intended in the area north of Joshua Creek. This will also emphasize the separation between Oakville and Mississauga.

The Airport Minibelt

The third minibelt is a narrow north-south strip of land which connects the Northern and Southern Links west of Toronto International Airport. Most of the land on both sides of it is agricultural and will probably remain so.

This minibelt is a vital part of the regional transportation system because it will contain the northward swing of Highway 403 to its intersection with Highway 401. North of Highway 401 the minibelt will carry Highway 410 towards Brampton.

There is an existing 120 foot power line right-of-way with another equivalent strip reserved for expansion. The reserve for future utilities is a 100 foot strip running the length of the minibelt.



AIRPORT MINIBELT

Implementation

To make the Parkway Belt a reality for people who live in Central Ontario, the Government has introduced today new legislation known as The Parkway Belt Act. This Act accomplishes several significant objectives:

- (a) it defines an area to be known as the Parkway Belt.

This area conforms to the maps contained in this Statement.

- (b) it provides that major planning provisions of the Ontario Planning and Development Act, also introduced today, will apply to the defined Parkway Belt area. The implications of this are explained later.

- (c) it will enable the Province to apply land use regulations to the Parkway Belt Area so that development will be in accordance with the purposes of the Belt as described in this Policy Statement. Regulations to insure the integrity of the Belt will become effective immediately.

In addition, it should be noted that outright government purchase of lands by the Province is a major means of bringing the Parkway Belt into effect. These phased purchases will be for public open space and for the acquisition of present and future transportation and utility rights-of-way.

The First Steps

Planning regulations which come into effect today in the Parkway Belt West temporarily restrict the entire area to agricultural uses. This is a holding device, used to stabilize land use within the Belt until municipal official plans and by-laws have been amended. The regulations will be changed when the appropriate municipal amendments are made.

Industries and homes which are already established within the Parkway Belt, although possibly incompatible with the intent of the Belt, will not be disturbed. Thus, established occupants will continue to use and enjoy their property.

Permission will be given for particular kinds of development when such development meets the principles governing the Parkway Belt, However, new industrial and residential development which is not compatible cannot be allowed since this would thwart the whole intent of the policy.

The Second Steps

The second steps in implementing the Parkway Belt program are the adoption of the Parkway Belt plan under the provisions of the Ontario Planning and Development Act, followed by amendments to municipal official plans and zoning by-laws. The Province plans land purchases which will continue over an extended period of time. Of course, the existing law and practices relating to land purchases will prevail. Market value will be paid in all cases.

The Parkway Belt Act states that the provisions of the Ontario Planning and Development Act will apply to the Parkway Belt area. This means that the Parkway Belt West will now be considered as an area where a provincial development plan has been prepared. Briefly, the following process will take place under the provisions of the Ontario Planning and Development Act:

- (a) Copies of this proposal for the Parkway Belt West, with necessary supporting material, will be furnished to all affected municipalities and advisory committees (as defined in the Ontario Planning and Development Act), with a request for comments and suggested modifications. The general public will also have access to the same material, and will be requested to submit their comments.

- (b) After a period for public examination of the Parkway Belt West plan, and the receipt of submissions, the Treasurer will appoint one or more individuals to conduct hearings on the plan and they will submit a full report of the hearings to the Treasurer. The report of the hearings will be made public.
- (c) After these public hearings, the Treasurer will submit his recommendations to the Government for the formal adoption of the Parkway Belt West as part of the development plan for Central Ontario.
- (d) Upon adoption of the plan--with modifications resulting from the public hearings--the plan will be binding and all provincial programs, municipal official plans and programs, and private development will be carried on so as not to conflict with the now agreed upon Parkway Belt West plan.

The Third Steps

With the plan for the Parkway Belt adopted under the Ontario Planning and Development Act, and with municipal official plans amended accordingly, the temporary provincial land use regulations under the Parkway Belt Act will be removed from the entire area. The regular planning process under the provisions of the Planning Act and the new Ontario Planning and Development Act will prevail. In all likelihood, there will no longer be a need for a separate Parkway Belt Act.

The total long-run cost of the acquisition program for the Parkway Belt West is not yet known with complete accuracy, but our studies indicate that, under the plan proposed today, the cost will be in the neighbourhood of from \$150 to \$200 million.

The balance of the Parkway Belt lands will remain in private hands. At first, their use will be controlled through land-use regulations under the Parkway Belt Act. However, after formal adoption of the plan, land use will be determined by municipal official plans and zoning by-laws which reflect the Parkway Belt plan as well as municipal policies.

Our studies show that almost half of all the privately-owned land is covered by official plan and zoning by-law designations and standards which are compatible right now with Parkway Belt objectives. For these lands, the municipalities need only ensure that any future changes in their official plans and zoning by-laws are similarly compatible.

About 20 percent of the privately-owned land in the Parkway Belt has official plan and/or zoning designations and standards that do not appear compatible. Here, the municipalities will need to amend their official plans and zoning by-laws to make the land uses compatible. The permissible uses in the amended official plans and zoning by-laws will vary from one section of the Parkway Belt to another. Some uses which are compatible with the general principles of the Parkway Belt are not suitable in particular parts of it. The amendments, therefore, will reflect both the general principles of the Belt and the appropriate use in a specific area under consideration.

At present, three or four percent of the land owned privately is used as golf courses. Some of these courses are situated on land that is designated or zoned for uses that are not compatible with the Parkway Belt. But the continued presence of the golf courses is important to the Belt. Therefore, the municipalities will be required to amend their official plans and zoning by-laws to ensure that they remain as golf courses. To encourage further this type of use, the Province will give property tax relief to golf course owners.

CONCLUSION

That then, is the essence of the Parkway Belt Proposal—to prevent the ills of urban sprawl in Central Ontario by creating a network of open spaces and corridors, to separate and define communities, to link communities with service corridors, to provide a reserve of land

for the future, and to offer recreational space for urban residents.

In this way, the Government of Ontario is pioneering the fight against the results of uncontrolled urban growth. If left to spread unchecked, it would eradicate community identity in Central Ontario, and lead to a confusing conglomerate of development that would be almost impossible to administer, highly costly to service, and deadening to live in. With the advent of the Parkway Belt, however, the Government of Ontario believes that the dangerous ills of urban sprawl can be checked in time, and that life along the lakeshore can continue to be a pleasant and rewarding experience for everyone—now, and for many years in the future.





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